

DATE 1/9/89

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(Suggested rewrite of first paragraph only of Item 5)

### 3. INCOMING CARGOES.

As indicated DEPTEL 1-36, we prepared accept ICRC inspections incoming cargoes on all ships of whatever flag embarked from Bloc ports. According to our projection, the USSR will need to schedule a total of about 100 ships shortly to arrive in Cuba during the next three-four weeks in order to accomplish removal of dismantled equipment. (In addition to sixty ships normally used for offensive equipment, USSR would have to adapt about forty others for purpose). Number Red Cross inspectors required to do job will be about equal whether inspection on sea or shore. At sea less inspectors required per ship because cargo holds cannot be penetrated and surreptitious off-loading not possible but more inspectors in transit shuttling between vessels at sea. In port, transit time eliminated but more inspectors required to watch for surreptitious off-loading and to examine in detail cargo coming out of holds. Because port inspection much more comprehensive, every effort should be made to obtain authorization to inspect in port. Estimate ten personnel needed for each ship entering each port per day. Personnel should be w/ adequate technical competence to recognize offensive equipment.

DEPARTMENT OF STATE A/CDD/MR

REVIEWED BY *Ph Daughtry*

DATE 1/2/88  
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**TRANSCRIBED PAGE FOLLOWS**

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Page 7 (Suggested rewrite of first paragraph only of Item 5)

5. INCOMING CARGOES

As indicated DEPTEL 1736, we prepared accept ICRC inspections incoming cargoes on all ships of whatever flag embarked from Bloc ports. According to our projections, the USSR will need to schedule a total of 100 ships shortly to arrive in Cuba during the next three-four weeks in order to accomplish removal of dismantled equipment. (In addition to sixty ships normally used for offensive equipment, USSR would have to adapt about forty other for purpose). Number Red Cross inspectors required to do job will be about equal whether inspection on sea or shore. At sea less inspectors required per ship because cargo holds cannot be penetrated and surreptitious off-loading not possible but more inspectors in transit shuttling between vessels at sea. In port, transit time eliminated but more inspectors required to watch for surreptitious off-loading and to examine in detail cargo coming out of holds. Because port inspection much more comprehensive, every effort should be made to obtain authorization to inspect in port. Estimate ten personnel needed for each ship entering each port per day. Personnel should be of adequate technical competence to recognize offensive equipment.